

TEST RESULTS

# Mazda CX-5

Mazda CX-5 2.2 diesel 'Core', LHD

2012 ★★★★★



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

## ADULT OCCUPANT

Total 34 pts | 94%

### FRONTAL IMPACT

14,1 pts



Driver



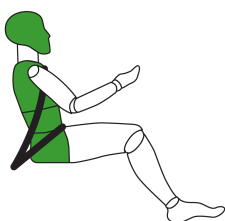
Passenger

### SIDE IMPACT CAR

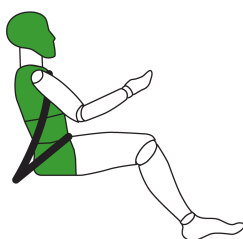
8 pts

### SIDE IMPACT POLE

8 pts



Car



Pole

### REAR IMPACT (WHIPLASH)

3,6 pts



- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

### FRONTAL IMPACT

#### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

#### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	4mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

#### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

#### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	brake - 28mm
Upward pedal movement	accelerator - 1mm

### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

### WHIPLASH

Seat description	Standard cloth, 4 way manual
Head restraint type	Passive
Geometric assessment	1 pts

#### TESTS

- High severity	2,5 pts
- Medium severity	2,8 pts
- Low severity	2,7 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 42 pts | 87%

### 18 MONTH OLD CHILD

**Restraint** Britax-Römer Baby Safe Plus  
**Group** 0, 0+  
**Facing** rearward  
**Installation** ISOFIX anchorages and support frame



**PERFORMANCE** 11,5 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** good

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### 3 YEAR OLD CHILD

**Restraint** Britax-Römer Duo Plus  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



**PERFORMANCE** 12 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** good

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### VEHICLE BASED ASSESSMENT

7 pts

### Airbag warning Label

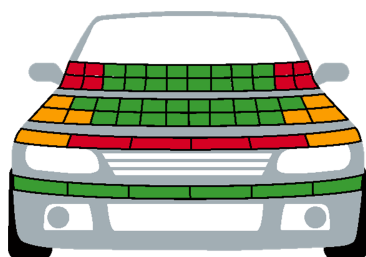
Text and pictogram label on both sides of the passenger sun visor

## PEDESTRIAN

Total 23 pts | 64%

## SAFETY ASSIST

Total 6 pts | 86%



**GOOD**  
**MARGINAL**  
**POOR**

**HEAD** 17 pts  
**PELVIS** 0,2 pts  
**LEG** 6 pts

### SPEED LIMITATION ASSISTANCE

0 pts

Not assessed

### ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- DSC Pass  
 Yaw rate ratio (1.00s) 3,60 %  
 Yaw rate ratio (1.75s) 2,50 %  
 Lateral displacement (1.07s) 3,08 m

### SEATBELT REMINDER

3 pts

- driver Pass  
 - passenger Pass  
 - rear Pass

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	Mazda CX-5 2.2 diesel 'Core', LHD
<b>Body type</b>	5 door SUV
<b>Year of publication</b>	2012
<b>Kerb weight</b>	1586kg
<b>VIN from which rating applies</b>	applies to all CX-5's of the specification tested

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	
<b>Front passenger frontal airbag</b>	
<b>Side body airbags</b>	
<b>Side head airbags</b>	
<b>Electronic Stability Control</b>	
<b>Seatbelt Reminder</b>	driver, passenger and rear

## COMMENTS

### Adult occupant

The passenger compartment of the CX-5 remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Mazda showed that a similar level of protection would be provided for occupants of different sizes and to those sat in different positions. In the side barrier test, protection of all body regions was good and the car scored maximum points. Even in the more severe side pole test, the driver was well protected in all areas and maximum points were scored. The seat and head restraint provided good protection against whiplash injuries in the event of a rear-end collision.

### Child occupant

Based on dummy readings in the dynamic tests, the CX-5 scored maximum points for its protection of the 3 year child and lost only a fraction of a point for protection of the 18 month infant. In the frontal impact, forward movement of the head of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side impact, both dummies were properly contained by the protective shells of their restraints, minimising the likelihood of contact with parts of the car's interior. The passenger airbag can be disabled by means of a switch, allowing a rearward facing child restraint to be used in the passenger seat. Clear information is provided regarding the status of the airbag and the system was rewarded. There were clear warnings of the dangers of using a rearward facing restraint in that seating position without having first deactivated the airbag.

### Pedestrian

The bumper provided good protection to pedestrians and the car scored maximum points in this area. The front edge of the bonnet was at best marginal in the protection offered to pedestrians. In most areas where it might be struck by the head of a child or an adult, the bonnet provided good protection.

### Safety assist

Electronic stability control is standard equipment on the CX-5 and met Euro NCAP's requirements. A seatbelt reminder is standard for the driver, front passenger and rear passenger seats. A speed limitation device is not offered on the CX-5.